

CLASSIFICATION **CONFIDENTIAL** CONTROL - US OFFICIALS ONLYCOUNTRY Germany (Soviet Zone) REPORT NO. 25X1ATOPIC Road Bridges Guarded by Volkspolizei25X1X
EVALUATION

DATE OF CONT

DATE OBTAINED

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

"Most of the highway bridges in the German Democratic Republic are vulnerable spots in the communication system. The demolition of, or damage inflicted on, these bridges would not only hit traffic, and the national economy would suffer, but it would entail also other most undesirable effects. I, therefore, believe that the constant guarding of the most important bridges is imperative in order to forestall possible acts of sabotage. It is not believed advisable to entrust personnel of the highway administrations with these guard missions as it has been suggested occasionally; for experience has shown that a highway maintenance man would not be in a position to ward off acts of violence. Moreover, such guard missions would be incompatible with the performance of his proper tasks. I, therefore, consider it the proper solution for the German Volkspolizei to take care of this important mission, and would like to ask you to consider this suggestion and take appropriate steps. In view of the fact that the guarding of road bridges would entail additional duties for the Volkspolizei, I propose that only the most important and exposed structures be guarded. The bridges listed under category I would have to be given priority; those listed under category II should be guarded only if the personnel required are available. I suggest that the following bridges be guarded:

Land	Bridged Water and Location	On Road
	<u>Category I</u>	
Mecklenburg	1. Strelasund-Stralsund	R 96
	2. Ziegelgraben-Stralsund	R 96
	3. Peene-Wolgast	R 111
Brandenburg	4. Sakrow-Paretz Canal-Uetz	RAB Berlin- Western Ring
	5. Dahme-Niederlehme	RAB Berlin- Southern Ring
	6. Oder-Spree Canal - Berkenbrueck	RAB Berlin- Frankfurt/Oder
	7. Oder-Havel Canal - Eberswalde	RAB Berlin- Stettin

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Class. Changed To: TS S C

Date: 11 AUG 1978By: 24

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Land	Bridged Water and Location	On Road
Brandenburg	8. Obersee-Lanke	RAB Berlin - Stettin
	9. Sakrow-Paretz Canal - Nedlitz	RAB Berlin - Stettin
Saxony-Anhalt	10. Elbe - Vockerode	RAB Berlin - Halle
	11. Mulde - Kleutsch	RAB Berlin - Halle
	12. Elbe - Hohenwarthe	RAB Berlin - Helmstedt
	13. Mulde - Dneben	R 2
	14. Elbe - Tangermuende	R 188
Thuringia	15. Teufelstal - Stadtroda	RAB Eisenach-Chemnitz
	16. Saale - Goeschwitz	RAB Eisenach-Chemnitz
Saxony	17. Mulde - Siebenlehn	RAB Chemnitz-Dresden
	18. Zschopau - Frankenberg	RAB Chemnitz-Dresden
	19. Schwarze Elster - Ruhland	RAB Berlin-Dresden
	20. Mulde - Wurzen	R 6
	21. Elbe - Riesa	R 169

Category II

Brandenburg	1. Havel - Werder	RAB Berlin - West ring
	2. Finow Canal - Finowfurth	RAB Berlin - Stettin
	3. Notte Canal - Ragow	RAB Berlin - Dresden
	4. Spree - Madlow	RAB Berlin - Forst
	5. Baumgartenbrueche - Geltow	R 1
	6. Strenggraben - Werder	R 1

Bridges in the Brandenburg town area will have to be added.

Saxony-Anhalt	7. Autobahn - Schkeuditz	Autobahn intersection
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Bridges in Magdeburg, Bernburg, and Nienburg will have to be added.

Thuringia	8. Hoersel and R 7-Saettelstaedt	RAB Eisenach-Chemnitz
	9. Ilm - Mellingen	RAB Eisenach-Chemnitz
	10. Calley bridge - Podelsatz	RAB Eisenach-Chemnitz
	11. Weisse Elster	
	railroad line and route to Thieschitz	RAB Eisenach-Chemnitz
	12. Werra- Hoerschel	Autobahn bypass
	13. Werra- Creutzburg	R 7
	14. Weisse Elster - Bad Koestritz	R 7
	15. Werra - Dorndorf	R 62
	16. Werra - Vacha	R 62
Saxony	17. Railroad line - Probstzelle	R 85
	18. Werra - Untermassfeld	R 89
	19. Reservoir - Gottliebthal	R 90
	20. Werra - Treffurt	R 250
	21. Grosse Striegis - Berbersdorf	RAB Dresden-Chemnitz
	22. Elbe - Dresden	RAB Dresden-Chemnitz
	23. Goelttschtal Viaduct-Weissensand	RAB Chemnitz-Hof
	24. Triebtal Viaduct-Altensalz	RAB Chemnitz-Hof
	25. Valley bridge -Hasslau-Wilkau	RAB Chemnitz-Hof
	26. Elbe - Meissen	R 101
	27. Elbe - Bad Schandau	R 172

25X1A Bridges in the city of Dresden will have to be added.*

* [REDACTED] Comment. The bridges listed in the tabulation are major structures with long spans and are located on important through highways. They are of great importance for both economic and military east-west and north-south traffic. Their demolition would have a lasting effect.

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